

SECRETARY SEWARD IN HAVANA.

The banquet at the Captain-General's Palace—The Toasts and Speeches of the Evening—Mr. Seward's Significant Compliments to Spain—Grand Serenade and Reception—Mr. Seward's Interview with the Cuban Ministers.

HAVANA, January 25.—By the Evening Star, which arrived here this morning from New Orleans, and leaves to-day for New York, I am enabled to send you details, as far as I have been successful in getting them, of the banquet given by the Captain-General Mr. Seward, on Monday, the 23d, my former letter having been, by force of circumstances, very incomplete.

ARRANGEMENTS OF THE GUESTS. The distinguished party sat down to table at a few minutes past seven. The Captain-General was dressed in full uniform, with the broad ribbon and cross of St. Ferdinand, the rest of the company being in full evening dress or brilliant uniforms.

Mr. Seward occupied the seat on the right of the Captain-General at the head of the table. On his Excellency's left, and opposite Mr. Seward, sat Mr. Kennedy. Next to Mr. Seward sat Mr. Adams, and next to Mr. Kennedy sat the States at Havana, viz: General Davila. At the other end of the table sat the Commandant-General of the Arsenal and Navy Yard of Havana.

He spoke of the relations between the Governments and people of the United States and Spain, which had been in the highest degree friendly and cordial, concluding by congratulating the United States on the termination of the war, and expressing the hope that they may continue at peace and increase in prosperity and happiness.

MR. SEWARD'S REPLY. Mr. Seward thanked his Excellency for the marked attention shown him, and the personal compliment paid him, and, after alluding to the prosperous condition which the island of Cuba had attained since the termination of the war, he expressed the hope that the United States and Spain would continue to be united in friendship and peace, and that the relations between the two nations would be such as to insure to both the greatest happiness and prosperity.

CAPTAIN WALKER ON HIS FEET. The gallant commander of the De Soto replied to the Secretary's remarks, by saying that he had had many times the pleasure of visiting Havana before, during, and since the war; that he had always met with the kindest treatment from the authorities, while among the citizens he had met with the warmest hospitality, and their sympathy and esteem, towards whom he professed sincere regards, adding that he hoped to have the pleasure of returning and revisiting the Captain-General.

"THE UNITED STATES NAVY" was the subject of the next toast, given by the Commandant-General of the Arsenal, who, in his toast, alluded to the services of the United States Navy, and to the efforts made to re-establish peace in the Union, and to the policy pursued by Mr. Seward, concluding by saying that the United States Navy was the pride of the nation.

"THE PROSPERITY OF THE ISLAND OF CUBA," which was the last toast proposed, and, as it appears, was not replied to. At about 9 o'clock, after coffee had been served, the Captain-General, Mr. Secretary Seward, Mr. F. W. Seward, Mr. Kennedy, Captain Walker, the United States Consul, and the Secretary of the civil government, took their seats at the table, and the banquet terminated.

MR. SEWARD IN ST. THOMAS. A St. Thomas paper of the 16th inst., just received by the British mail steamer, has the following paragraph relative to Mr. Seward's visit to that place: "Eminent as Mr. Seward was in this island, the most important man now in the United States—the real President. He visited, while here, the Mexican General Santa Anna, with whom he had long interviews, of which no one is known publicly, either as to the object or result."

In some places here Mr. Seward has been known to declare that the United States would not recognize the Mexican Empire (that is to say, Maximilian), and that in France there would be an increasing agitation in regard to the evacuation of Mexico by the French troops in the shortest time possible. "If I do not give this extract in its original form in the identical language used, it is because I translate it from one of our local papers.—V. J. Herald.

—Jeff. Davis was recently visited at Fortress Monroe by the Rev. Dr. Binns, Rector of St. Paul's Church, Richmond (in which Mr. D. formerly worshipped), who passed the entire day at his prison in religious reading and conversation, and administered to him the Holy Communion.

THE HEFFERMAN MURDER.

Execution of the Four Murderers at Nashville—Curious Conduct of the Criminals—Havard and Bluster—They "Die Game."

Nashville (Jan. 26th) Cor. Cincinnati Commercial. The four Hefferman murderers were hung today, at thirteen minutes past twelve o'clock. Their real names are James Knight, Thomas Perry, George Crab, and James Lysaught. Two had been in the Rebel army. Yesterday several orthodox ministers called, conversed, and prayed with the prisoners, who exhibited some emotion. Hefferman, Father Beatrix, of the Catholic Church, was with them. They all professed the Roman Catholic faith. Knight and Perry were baptized. The other two had been baptized in infancy. The prisoners had prepared a show trial, without showing such pieces as "Hold Jack Danahy," and "Bingen on the Rhine." The past two days had tamed them down, but they were still stolid, irritable, and careless, joking about their doom, and making no reply to the questions of the ministers.

Mr. Seward occupied the seat on the right of the Captain-General at the head of the table. On his Excellency's left, and opposite Mr. Seward, sat Mr. Kennedy. Next to Mr. Seward sat Mr. Adams, and next to Mr. Kennedy sat the States at Havana, viz: General Davila. At the other end of the table sat the Commandant-General of the Arsenal and Navy Yard of Havana. He spoke of the relations between the Governments and people of the United States and Spain, which had been in the highest degree friendly and cordial, concluding by congratulating the United States on the termination of the war, and expressing the hope that they may continue at peace and increase in prosperity and happiness.

MR. SEWARD'S REPLY. Mr. Seward thanked his Excellency for the marked attention shown him, and the personal compliment paid him, and, after alluding to the prosperous condition which the island of Cuba had attained since the termination of the war, he expressed the hope that the United States and Spain would continue to be united in friendship and peace, and that the relations between the two nations would be such as to insure to both the greatest happiness and prosperity.

CAPTAIN WALKER ON HIS FEET. The gallant commander of the De Soto replied to the Secretary's remarks, by saying that he had had many times the pleasure of visiting Havana before, during, and since the war; that he had always met with the kindest treatment from the authorities, while among the citizens he had met with the warmest hospitality, and their sympathy and esteem, towards whom he professed sincere regards, adding that he hoped to have the pleasure of returning and revisiting the Captain-General.

"THE UNITED STATES NAVY" was the subject of the next toast, given by the Commandant-General of the Arsenal, who, in his toast, alluded to the services of the United States Navy, and to the efforts made to re-establish peace in the Union, and to the policy pursued by Mr. Seward, concluding by saying that the United States Navy was the pride of the nation.

"THE PROSPERITY OF THE ISLAND OF CUBA," which was the last toast proposed, and, as it appears, was not replied to. At about 9 o'clock, after coffee had been served, the Captain-General, Mr. Secretary Seward, Mr. F. W. Seward, Mr. Kennedy, Captain Walker, the United States Consul, and the Secretary of the civil government, took their seats at the table, and the banquet terminated.

MR. SEWARD IN ST. THOMAS. A St. Thomas paper of the 16th inst., just received by the British mail steamer, has the following paragraph relative to Mr. Seward's visit to that place: "Eminent as Mr. Seward was in this island, the most important man now in the United States—the real President. He visited, while here, the Mexican General Santa Anna, with whom he had long interviews, of which no one is known publicly, either as to the object or result."

In some places here Mr. Seward has been known to declare that the United States would not recognize the Mexican Empire (that is to say, Maximilian), and that in France there would be an increasing agitation in regard to the evacuation of Mexico by the French troops in the shortest time possible. "If I do not give this extract in its original form in the identical language used, it is because I translate it from one of our local papers.—V. J. Herald.

—Jeff. Davis was recently visited at Fortress Monroe by the Rev. Dr. Binns, Rector of St. Paul's Church, Richmond (in which Mr. D. formerly worshipped), who passed the entire day at his prison in religious reading and conversation, and administered to him the Holy Communion.

INSURANCE COMPANIES.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. INCORPORATED BY THE LEGISLATURE OF DELAWARE, 1855. OFFICE IN E. CORNER THIRD AND WALNUT STREETS, PHILADELPHIA.

ASSETS OF THE COMPANY, January 1, 1865. 610,000 United States 3 per Cent. Bonds, 600,000 100,000 State of Pennsylvania Five Per Cent. Bonds, 50,000 100,000 State of Pennsylvania Six Per Cent. Bonds, 50,000 100,000 State of Pennsylvania Five Per Cent. Bonds, 50,000 100,000 State of Pennsylvania Six Per Cent. Bonds, 50,000 100,000 State of Pennsylvania Five Per Cent. Bonds, 50,000 100,000 State of Pennsylvania Six Per Cent. Bonds, 50,000

INSURANCE COMPANIES. GIRARD FIRE AND MARINE INSURANCE COMPANY. OFFICE, No. 45 WALNUT STREET, PHILADELPHIA. CAPITAL PAID IN, IN CASH, \$200,000. This company continues to write on Fire Risks only its capital, with a good surplus, is safely invested.

INSURANCE COMPANIES. NORTH AMERICAN TRANSIT INSURANCE COMPANY. No. 133 S. FOURTH STREET, PHILADELPHIA. Annual Policies issued against General Accidents denominated as exceedingly low rates. Insurance effected for one year, in any sum from \$100 to \$100,000, at a premium of only one-half per cent. securing the full amount insured in case of death, and a compensation equal to the whole premium paid.

INSURANCE COMPANIES. PHILADELPHIA FIRE AND MARINE INSURANCE COMPANY. OFFICE, No. 133 S. FOURTH STREET, PHILADELPHIA. Annual Policies issued against General Accidents denominated as exceedingly low rates. Insurance effected for one year, in any sum from \$100 to \$100,000, at a premium of only one-half per cent. securing the full amount insured in case of death, and a compensation equal to the whole premium paid.

INSURANCE COMPANIES. PHILADELPHIA FIRE AND MARINE INSURANCE COMPANY. OFFICE, No. 133 S. FOURTH STREET, PHILADELPHIA. Annual Policies issued against General Accidents denominated as exceedingly low rates. Insurance effected for one year, in any sum from \$100 to \$100,000, at a premium of only one-half per cent. securing the full amount insured in case of death, and a compensation equal to the whole premium paid.

INSURANCE COMPANIES. PHILADELPHIA FIRE AND MARINE INSURANCE COMPANY. OFFICE, No. 133 S. FOURTH STREET, PHILADELPHIA. Annual Policies issued against General Accidents denominated as exceedingly low rates. Insurance effected for one year, in any sum from \$100 to \$100,000, at a premium of only one-half per cent. securing the full amount insured in case of death, and a compensation equal to the whole premium paid.

INSURANCE COMPANIES. PHILADELPHIA FIRE AND MARINE INSURANCE COMPANY. OFFICE, No. 133 S. FOURTH STREET, PHILADELPHIA. Annual Policies issued against General Accidents denominated as exceedingly low rates. Insurance effected for one year, in any sum from \$100 to \$100,000, at a premium of only one-half per cent. securing the full amount insured in case of death, and a compensation equal to the whole premium paid.

INSURANCE COMPANIES. PHILADELPHIA FIRE AND MARINE INSURANCE COMPANY. OFFICE, No. 133 S. FOURTH STREET, PHILADELPHIA. Annual Policies issued against General Accidents denominated as exceedingly low rates. Insurance effected for one year, in any sum from \$100 to \$100,000, at a premium of only one-half per cent. securing the full amount insured in case of death, and a compensation equal to the whole premium paid.

INSURANCE COMPANIES. PHILADELPHIA FIRE AND MARINE INSURANCE COMPANY. OFFICE, No. 133 S. FOURTH STREET, PHILADELPHIA. Annual Policies issued against General Accidents denominated as exceedingly low rates. Insurance effected for one year, in any sum from \$100 to \$100,000, at a premium of only one-half per cent. securing the full amount insured in case of death, and a compensation equal to the whole premium paid.

INSURANCE COMPANIES. PHILADELPHIA FIRE AND MARINE INSURANCE COMPANY. OFFICE, No. 133 S. FOURTH STREET, PHILADELPHIA. Annual Policies issued against General Accidents denominated as exceedingly low rates. Insurance effected for one year, in any sum from \$100 to \$100,000, at a premium of only one-half per cent. securing the full amount insured in case of death, and a compensation equal to the whole premium paid.

INSURANCE COMPANIES. PHILADELPHIA FIRE AND MARINE INSURANCE COMPANY. OFFICE, No. 133 S. FOURTH STREET, PHILADELPHIA. Annual Policies issued against General Accidents denominated as exceedingly low rates. Insurance effected for one year, in any sum from \$100 to \$100,000, at a premium of only one-half per cent. securing the full amount insured in case of death, and a compensation equal to the whole premium paid.

INSURANCE COMPANIES. PHILADELPHIA FIRE AND MARINE INSURANCE COMPANY. OFFICE, No. 133 S. FOURTH STREET, PHILADELPHIA. Annual Policies issued against General Accidents denominated as exceedingly low rates. Insurance effected for one year, in any sum from \$100 to \$100,000, at a premium of only one-half per cent. securing the full amount insured in case of death, and a compensation equal to the whole premium paid.

INSURANCE COMPANIES. PHILADELPHIA FIRE AND MARINE INSURANCE COMPANY. OFFICE, No. 133 S. FOURTH STREET, PHILADELPHIA. Annual Policies issued against General Accidents denominated as exceedingly low rates. Insurance effected for one year, in any sum from \$100 to \$100,000, at a premium of only one-half per cent. securing the full amount insured in case of death, and a compensation equal to the whole premium paid.

INSURANCE COMPANIES. PHILADELPHIA FIRE AND MARINE INSURANCE COMPANY. OFFICE, No. 133 S. FOURTH STREET, PHILADELPHIA. Annual Policies issued against General Accidents denominated as exceedingly low rates. Insurance effected for one year, in any sum from \$100 to \$100,000, at a premium of only one-half per cent. securing the full amount insured in case of death, and a compensation equal to the whole premium paid.

INSURANCE COMPANIES. PHILADELPHIA FIRE AND MARINE INSURANCE COMPANY. OFFICE, No. 133 S. FOURTH STREET, PHILADELPHIA. Annual Policies issued against General Accidents denominated as exceedingly low rates. Insurance effected for one year, in any sum from \$100 to \$100,000, at a premium of only one-half per cent. securing the full amount insured in case of death, and a compensation equal to the whole premium paid.

INSURANCE COMPANIES. PHILADELPHIA FIRE AND MARINE INSURANCE COMPANY. OFFICE, No. 133 S. FOURTH STREET, PHILADELPHIA. Annual Policies issued against General Accidents denominated as exceedingly low rates. Insurance effected for one year, in any sum from \$100 to \$100,000, at a premium of only one-half per cent. securing the full amount insured in case of death, and a compensation equal to the whole premium paid.

INSURANCE COMPANIES. PHILADELPHIA FIRE AND MARINE INSURANCE COMPANY. OFFICE, No. 133 S. FOURTH STREET, PHILADELPHIA. Annual Policies issued against General Accidents denominated as exceedingly low rates. Insurance effected for one year, in any sum from \$100 to \$100,000, at a premium of only one-half per cent. securing the full amount insured in case of death, and a compensation equal to the whole premium paid.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, VIA BALTIMORE AND WASHINGTON. BALTIMORE AND WASHINGTON RAILROAD. FROM BALTIMORE TO WASHINGTON. WASHINGTON AND ANNE ARUNDEL RAILROAD. FROM WASHINGTON TO ANNE ARUNDEL.